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SOURCE Newspapers as indicated.

REPORTS PROGRESS ON NEW RR LINES;
FLOODS DAMAGE LINES, INTERRUPT SERVICE

BEGIN SURVEYS FOR KWEICHOW LINE --- Hong Kong, Ta Kung Pao, 19 Oct 50

Chungking, 18 October -- Following the laying of the tracks on the Ch'eng-tu -- Chungking Railway, work started near the end of September 1950 on locating and surveying the line which is to be built between Lung-ch'ang and Kuei-yang, the provincial capital of Kweichow. The Southwest Railway Bureau has already sent out seven teams to make surveys in accordance with the instructions of the Ministry of Railways.

According to plans, the work of surveying for the roadbed, bridges, stations, etc., should be completed by the end of May 1951. When finished, this line will connect with the Ch'eng-tu -- Chungking line and the Ch'eng-tu -- T'ien-shui line, and thus link the railways of the Southwest with the rail network of the entire country.

LAI-CHEN BRANCH LINE MAKES PROGRESS -- Hong Kong, Ta Kung Pao, 16 Oct 50

Nan-ning -- Construction work on the Lai-Chen branch of the Hengyang -- Kuei-yang Railway Line, to connect Lai-pin in Kwangsi Province and Chen-nan-kuan on the Sino-Vietnamese border, is progressing rapidly. The first section between Lai-pin and Nan-ning will be completed by February 1951.

The deputy chief of the Heng-yang Railway Bureau has reported that all the 500 kilometers of rails, 25 percent of a total of 800,000 railway ties, and 50 percent of a total of 10,000 telegraph poles which will be needed to complete the Lai-pin -- Nan-ning section have already been collected, and that about 10,000 Army Railway Engineer troops, 300 civilian railway engineers, and a large number of civilian workers are participating in this project. At present, the work is concentrated on the Lai-pin -- Nan-ning section and important points of the Nan-ning -- Chen-nan-kuan section.

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[An editorial in the 10 October 1950 issue of the Kwangsi Jih-pao has commented that the completion of this railway line will not only have great political and economic significance in Kwangsi Province but will strengthen relationships between China and Viet Nam]

FLOODS DISRUPT PEIPING-HANKOW SERVICE -- Hankow, Ch'ang-chiang Jih-pao, 7 Aug 50

Pao-ting, 5 August (Hsin-hua) -- Heavy rains have been prevalent over much of Hopei Province ever since 1 August, with the result that the rivers are overflowing, and in many places dikes have been broken and tracks and bridges have been damaged.

Peiping, 6 August (Hsin-hua) -- Through service on the Peiping-Hankow line was suspended on 4 August on account of the sinking, due to the force of flood waters, of a pier of the bridge over the Hsin-t'ang Ho between Ting-hsien and Ch'ing-feng-tien. Repairs cannot be undertaken until the flood waters have receded. Tracks have been washed out at Tung-ch'ang-shou, Kao-i, and An-yang, but these can be repaired shortly.

FLOODS NECESSITATE RAISING CHE-KAN TRACKS -- Shanghai, Wen-hui Pao, 10 Aug 50

Shanghai -- To avoid damage by floods, the Shanghai Railway Bureau has decided to carry out work on the Chekiang-Kiangsi Railway as follows:

In the 60-kilometer section between Lin-p'u and An-hua, change the location of the track over a distance of 16.5 kilometers; raise the track level for a distance of 11.4 kilometers; move the Chu-chi Station near the west gate of the city about 1 1/3 kilometers from its present location; change the location of the Pai-men Station; and raise the level of the stations at Mei-ch'ih and wai-ch'ien. Surveying of the section that was flooded in June 1950, between kilometer points 74 and 79, has been completed and work will begin about the middle of August 1950.

ACHIEVE RECORD OF ONE DAY WITHOUT ACCIDENTS -- Tientsin Jih-pao, 10 Aug 50

Tientsin -- The railway men attached to the Tientsin Sub-Bureau of the railways administration have set a new record. One day in August 1950, they achieved one day's operations of transportation without an accident or trouble of any kind. During June, due to carelessness, neglect, and non-observance of operating rules, 209 instances of accidents or trouble occurred, an average of seven per day. In July, the total number of instances was 239, an average of eight per day.

Because of these deplorable conditions, and with a view to improving performance, the director of the bureau launched a safety campaign, with the result that there was gradual improvement, and finally, on 11 August, a perfect record was made. It is expected that similar campaigns will be started on other railways.

GIVES LAND PRE-EMPTION REGULATIONS -- Yang-chou, Su-pei Jih-pao, 25 Jul 50

Peiping, 23 July (Hsin-hua) -- On 24 June 1950, the Government Administration Council promulgated the regulations governing the pre-emption of land for railway use, and ordered the Ministry of Railways to put them into effect.

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These regulations provide that where the surface of the roadbed is not over 3 meters above the adjoining land, the railway shall pre-empt for its use a strip of land 30 meters wide on either side of the center line of a double-track railway and 20 meters wide on either side of a single-track railway. Near large bridges, it shall reserve strips 60 meters wide on both sides of the tracks. Where the surface of the roadbed is more than 3 meters higher than the adjoining land, or where special features of the locale so require, a greater area of land may be reserved.

Where the original roadbed has not been destroyed and relevant legal records are available for examination and confirmation, the existing property lines shall be retained. When carrying out the redistribution of land under the land-reform program, in case, by mistake, land is distributed which should be reserved for the railway, and where records and maps are available as evidence, the local government shall grant the claimant an equivalent amount of public or other land in exchange for the land required by the railway.

In cases where the roadbed has been destroyed and not yet restored, or where surveys have been completed for the relaying of tracks, the original boundary lines shall be retained. However, prior to the re-laying of the tracks, the local government may be allowed to put railway land to productive use to the extent that such use shall not interfere with engineering operations. If and when such land is required by the railway, it must be relinquished by the user. When repossessing such land, the railway shall, as far as possible, give notice of its intention before the season when crops are sown. If it is necessary to take back land suddenly, after the land is sown, the party working the land may be recompensed if the circumstances so warrant.

Land held by the railways for stations, yards, section buildings, fields, gardens, forests, and pastures, shall be retained according to the original boundaries.

The Ministry of Railways has notified the railways bureaus and other subsidiary agencies to observe these regulations.

CHUNGKING UNIVERSITY TO ADD RR COURSE -- Hong Kong, Ta Kung Pao, 19 Oct 50

Chungking, 17 October -- It has been decided that, as soon as possible, the national Chungking University will offer instruction in railway work, with a class in railway engineering and one in railway administration. Between 80 and 100 qualified graduates of higher middle schools may be admitted.

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